We present our readers to-day the following ac-count of ship building in New York, from the 1st of January to the commencement of the present month. It shows the number of vessels launched in that time, and those now on the stocks, giving their classifica

tion, size, and other particulars.

Although at the present time freights are dull, and the market pretty well stocked with vessels, there is a good amount of business doing in ship building. nearly every builder having something in hand. We commence our list with the work at the yards

> MESSRS. WESTERVELT AND CO. Launched,

Jan. 10.—Clipper ship Golden State, of 1,350 tons for Messrs. Chambers & Heiser.

Jan. 15.—Clipper ship Resolute, of 750 tons, for Mr. Millar. April 7.—Steamship Jamestown, of about 1,200 tons, for Messrs. Ludlum & Pleasants' New York and

Jane 21.—Clipper ship Sweepstakes, of 1,600 tons for Messrs. Chambers & Heiser.

On the Stocks, Packet ship Calhoun, of 1,600 tons, for Spofford Tileston & Co.'s Patriotic Line of Liverpool Packets She is the largest packet ship ever built, being, according to carpenters' measurement, 2 000 tons burthen. She will be launched on Wednesday. Her dimensions are-length, 208 feet; breadth, 43 feet; depth, 29k feet.

Clipper ship Kathay, of about 1,500 tons, for Good hue & Co. She is 220 feet long, 41 beam, and about 22 feet deep.

Two steamships for the Pacific Mail Steamship Co. of 1,800 tons each; 264 feet long on deck, 34 feet beam, and 26 feet deep; to be atted with double beam engines from the Morgan Works.

Two steamships for Mr. Chas. Morgan, one for the New Orleans and Texas trade, and the other for the New Orleans and Vera Cruz trade. The latter, which is named the Vera Cruz, will register 1,200 tons, and be of the same model as the steamship Jamestown. She will be 240 feet long, 34 wide, and 17 deep. The other will register 1,100 tons, and will be 215 feet long, 34 wide, and 16 deep.

The tennage of all the above vessels, built or building by this firm, where not otherwise mentioned, have been calculated by government measurement.

> WILLIAM H. WEBB Launched,

Jan. 27.—Schooner Fanny, of 157 tons, built for Schiff & Brothers, and afterwar is sold to Mr. J. Windle, who fitted her out for Australia, whence she gailed on the 2d March last, under command of Capt. Jamieson, and was fallen in with on the 7th April abandoned. Her wreck has since been several times fallen in with, but the fate of her crew is unknown. April 30 .- Clipper ship Young America, of about 2,300 tons burthen, now on her first voyage to San Francisco, under command of Captain Babcock. Owned by Geo. Daniels.

In May .- Clipper ship Flyaway, for Messrs. Schiff, Brothers & Co., of 1,600 tons.

June 9.—Steamship San Francisco, for the Pacific Mail Steamship Co. Burthen about 2,500 tons. Now receiving her machinery at the Morgan works.

On the Stocks, Steamship Atalanta, of about 1,500 tons burthen, for S. L. Mitchell, New York and Savannah line, to run in conjunction with the Alabama, Florida, and Augusta. The finishing of this vessel has been sus. pended, awaiting the result of some improvements adopted in the machinery of the Augusta. The engine will be supplied from the Novelty works.

A small clipper bark of about 600 tons, for Wakeman, Dimon & Co. She is 137 feet long, 30 wide, and

18 deep.

Mr. Wm. H. Webb is also building, at the north part of Williamsburg, a very large balance dry dock. The following will be its dimensions:-Length, 375 Seet; breadth, 99 feet; depth, 38 feet. It will be the largest ever constructed in the United States, and be capable of raising a line of battle ship, with all her armament on board, or a steamship of the largest size, with her coal, machinery and stores. It will be strengthened by a great number of wooden and double iron diagonal braces of immense size. The lifting power of this immense machine will be about eight thousand tons.

> WILLIAM H. BROWN Launched.

In April-The steamship America, of about 1,400 tons burthen, intended to trade between Melbourne Port Philip and Sydney; owned by the builder and other parties. Now getting her machinery from the

Mr. Brown has nothing now in hand.

THOMAS COLLYER.

In February-Steamboat Confucius, of about 500 tons, now on her way to Canton-last heard from at Cape de Verds. She is intended for the China coasting trade. In April-Barge Trueman, of 300 tons, for the New

York and Troy trade.

Clipper ship Spirit of the Times, of 1,200 tons, for N. L. & G. Griswold, and to be commanded by Cap. tain Cave. She is 191 feet long, 35 feet beam, and 194 feet deep.

A steamer of 500 tons, for Mr. James Cunning ham, for the Sacramento river; she will have a beam engine from Cunningham & Belknap's foundry.

> GEORGE COLLYER. Launched,

In April-The steamboat George Burbeck, of about 400 tons, for harbor duty. Machinery by Mr. George Burbeck, after whom she is named. Nothing on the

On the Stocks,

This firm has not launched anything this year-They have now in frame a steamship of about 2,500 tons burthen, for the Pacific Mail Steamship Co., of the same size as the John L. Stephens, but much sharper. She is 280 feet long, 41 wide, and 26 deep and we understand will be fitted with double oscil-

They are also building for Mr. Aspinwall a little experimental steamer, of about 60 tons. She will be Atted with two small engines, with direct action, and instead of a paddle wheel on each side she will have but one placed in the centre. The paddle-box is of iren, and air-tight, into which air will be forced by the working of the engine, to prevent the water ris-ing above the level of the bottom of the boat. The wheel will project about a foot beneath and be protected by a guard on each side, fixed on the boltom and extending a few inches below the wheel, to save A from injury by grounding. If the experiment answers it is contemplated to apply the principle to a larger vessel. This little craft is 75 feet long, 16 broad and 6 deep, and handsomely modelled.

WILLIAM COLLYER.

Launched,
April 22.—The steamboat Alice Price, of 295 tons, to run between this city and Red Bank. She is fitted with a beam engine from the shop of Mr. J. E. Cof-

April 23 .- A barge of 186 tons, for the Albany

On the Stocks, The steamship Nashville, for Messrs. Spofford, Tileston & Co.'s New York and Charleston line of steamers. She tons about 1,300, is 210 feet long, 34 wide, and 22 deep. She will be fitted with a side lever engine, from the Novelty Works. Captain Ber

ry, now of the Marion, will command her.

A schooner, of about 220 tons, for the coal stone trade between Portland, New York, Philadelphis, and Baltimore; she is 102 feet long on deck. 28 feet wide, and 85 deep.

JEREMIAH SIMONSON.

Launched,
March 10.—Commodore Vanderbilt's steam yach North Star, of 2,500 tons, at present on a visit to

The steamboat Clifton, of about 700 tons, originally intended for the Staten Island ferry, but now des-tined to run to Elizabethtown Point in conjunction with the Red Jacket. She has a single beam engine from the Allare Works.

Mr. Simonson has nothing in his yard save the keel of an intended steamboat for the Staten Island ferry, the building of which has been suspend. ed since the transfer of the ferry from Commodore Vanderbilt to its present owners.

April 30.—The Clipper ship North Wind, of about 1,100 tons, now receiving freight at pier No. 13 East river, for California.

The clipper ship San Francisco, of about 1,400 tons, for Thomas Wardle, for the California business. She is 198 feet long on deck, 38 wide, and 22 deep. Will be ready to launch in about six weeks.

> ROOSEVELT AND JOYCE. Launched

In April-the schooner T. A. Ward, of about 300 tons, for Freeman & Houston, in the Wilmington trade, under command of Captain J. D. Hoff. On the Stocks,

The clipper ship David Brown, of about 1,750 tons, for A. A. Low & Bros., for the California and China trade, to be commanded by Captain N. B Palmer; she is 213 feet long on the keel, 22 on deck Palmer; she is 213 feet long on the conand will be launched in September. She named after the late Mr. Brown, of the firm of Brown & Bell, who built the clippers Oriental, Howqua, Samuel Russell, and many other celebrated ships. Both these gentlemen died re cently, and each has had a clipper ship named in onor of him.

A clipper ship for James Bishop & Co., not yet named, for the same trade, to be commanded by Captain Corning; she is 170 feet long on the keel, 38 beam, 20 deep, and of about 1,050 tons burthen: will be launched about the same time as the David

GEORGE STEERS.

Launched,
Mr. Steers has launched since the 1st of January, the propeller Vaquero, of 350 tons, which left here about the middle of May for Havana; also the schooner Pride of the Sea, of 250 tons, for Fox &

On the Stocks. A schooner yacht of 105 tons, for Mr. Duncan, of the firm of Duncan, Sherman, & Co., and a sloop yacht of 35 tons for Mr. Ray. Both of them are modelled after the celebrated yacht America, between which and the schooner there is a striking likeness, particularly in the increased draft aft, a peculiar feature in the America, that attracted much notice both here and in England.

> WILLIAMSBURG. PERINE, PATTERSON AND STACK. Lauwched,

Jan. 10.-A large sloop called the Mary Ann Lake. of about 80 tons, owned by W. Lake & Bro., and employed in the stone trade. Jan. 25.—Ferry boat Eagle, for the Roosevelt and

Bridge street ferry.

Jan. 31.—Ferry boat Osprey, for the same com-

Feb. 12.—Ferry boat Curlew, for the same. They rate about 400 tons each. Messrs. Pease & Murphy furnished the machinery for the whole. April 2.-Clipper bark Flying Cloud, of about 350

tons, for Harbeck & Co. Now in the Angostura May 10 .- Schooner Fidelia, of about 75 tons, for

B. Blanco. Employed in the South American river trade. June 22.—Bark Heloise, of about 375 tons, for Captain McKeige; now being rigged at the yard.

July 2.-Clipper ship Wide Awake, of about 900 tons, for Siffkin & Ironsides, for the California business. She is 167 feet long, 31 wide and 18 deep. On the Stocks,
A brig for M. M. Freeman & Co., 105 feet long, 25h

beam, and 111 deep, and of about 325 tons burthen. A bark of 300 tons, for D. Curtis & Co., 100 feet jong, 25 beam, and 11 deep, for the Carthagena and Savanilla trade; to be commanded by Captain Morrill.

Steamship Yankee Blade, of 2,000 tons, 265 feet long, 37h beam, and 22 deep. She is building for Mr. E. Mills, and will run from this city to Aspin wall, to connect on the Pacific with the Uncle Sam now on her way there. She will be a very sharp vessel, and will be fitted with a beam engine from the Allaire Works. It is expected she will be ready for launching in November.

GREENPOINT.

ECKFORD WEBB.

Launched,
Feb. 1-Steam ferry boat Ellen, of about 200 tons or the Catharine and Bridge street Ferry Company; 130 feet between perpendiculars, 28 feet 8 inches

wide, and 11 feet deep.

March 10—Steam ferry boat Louise, of the sam

dimensions, and for the same parties. The machinery of both boats was from the Novelty Works. May 24—A steamboat for the Hudson River Rail. road of 330 tons; 135 feet between perpendiculars, 29 feet 6 inches wide, and 8 feet 9 inches deep.

June 29-Steam tug Leviathan, of 600 tons; 179 feet on deck, 29 feet 6 inches wide, and 11 feet 8 inches deep, owned by Messrs. Spofford, Tileston & Company. This boat will be fit-ted from the Allaire Works, with a very powerful engine for her size, with a cylinder of 60 inches in diameter, and 10 feet stroke.

The tonnage of the above is government measure ment. Mr. Webb has no contracts on hand at pre-

SAMURI, SMEDEN.

Launched,
Jan. 3.—Steamboat Daniel Webster, of 800 tons ilt for the Maine Steam Navigation Company and now running between Portland and Bangor.

Machinery built by J. E. Coffee.

March 31.—Propeller Westchester, of \$30 tons running between New York and East Haddam Machinery by Hogg & Delamater.

Mr. Sneden has nothing new on hand at present. The keel of a large steamship, 250 feet long and of about 2,600 tons, for a new company, is about being laid down in his yard, but for what trade is not known.

JABEZ WILLIAMS. Launched,

In May-A schooner of 340 tons, for Mr. Hunter, now in the Petersburg trade. On the Stocke

A schooner for Captain Hull, for the Charleston trade, of about 350 tons burthen has just been com-menced. She is 112 feet long on deck, 28 feet wide, and 12 deep.

E. WILLIAMS.

Launched,
In the early part of the year, the pilot boat Elwoed Walter, of about 90 tons, for the pilots of the pilot boat Yankee, which was lost last winter in the bay. Mr. W. has nothing new in hand.

HOBOKEN.

ISAAC C. SMITH AND SON. Launched,

March 17. Steamer Cornelia, 240 tons, for Wilson Small, now lying at the foot of Beech street, receiving her machinery from Mr. Small's foundry. She is intended for the river trade.

March 23 .- Tow boat Walter B. Crane, of 100 tons. for Thomas Cornell, of Rondout. Engine by G. &

April 16.—Steamer Anglo Celt, of 405 tons, for parties in New Orleans, for towing. Machinery by Cunningham & Belknap. Nearly ready.

May 6.-Barge James Cogswell, of 200 tons, for J.

P. & Thomas Cumming.

May 28.—Three-masted clipper schooner Gardiner
Pike, of 330 tons, for S. C. Nelson and others; in the sting trade. A clipper ship of 900 tons, for foreign account, intended to trade from Malaga. She is 170 feet long,

32 feet wide, and 18 feet deep.

The keel of a schooner, of 290 tons has just been laid for S. C. Nelson, Captain Aumack and the builders. She will be 100 feet long on the keel, 30 feet wide, and 9 feet deep.

CAPES AND ALLISON.

Launched. Steamboat Austin, for Captain Austin and others of Albany, of 560 tons. Bloop Abraham Cosgrove, for M. S. Allison, of 85

Steamboat On'y Son, for Captain P. C. Shultz, of 140 tons, for harbor towing. Engine by G. & J. Burbeck.

On the Stocks. A three-masted schooner, of 400 tons for J. D. Harris, Capt. Wainwright and others. Length, 126

feet on the keel; beam, 30 feet; depth, 10 feet. A propeller, for Shaw & Whiteridge, of New Bedford, of 300 tons. Length, 130 feet; beam, 26 feet; hold, 84 feet.

The following tables show at a glance the number and tonnage of the vessels launched by each builder during the past six months, and those now on the the stocks in each yard :-VESSELS LAUNCHED IN NEW YORK FROM JAN. 1 To JULY 2, 1853, INCLUSIVE.

1	Steamers.	Sl'ng V	es. Tons
1	Westervelt & Co 1	3	4,90
1	W. H. Webb 1	3	6,55
ı	Wm. H. Brown 1	0	1,40
1	Thos. Collyer 1	1	80
1	Geo. Collyer 1	0	40
ı	Wm. Collyer 1	1	48
1	J. Simonson 2	0	3,20
1	A. C. Bell 0	1	1,10
1	Roosevelt & Joyce 0	1	30
1	Geo. Steers 1	1	60
1	Perine, Patterson & Stack 3	5	2.98
1	E. Webb 4	0	1,33
1	S. Speden 2	0	1,13
1	Jabez Williams 0	1	34
ı	E Williams 0	1	9
1	Isaac C. Smith & Son 3	2	1.27
1	Capes & Allison 2	1	78
١		10-	-
1	Total23	21	27,64
I	VESSELS NOW BUILDING IN	NEW VO	A PROPERTY OF THE PARTY OF THE
I	Steamers.		
1	Westervelt & Co 4	Singre	9,00
١	Wm. H. Webb 1	i	2,10
1	Thos. Collyer 1	1	1,70
1	Smith & Dimon 2	Ô	3,10
١	Wm. Collyer1	ĭ	1,52
1	J. Simonson	ô	70
1	A. C. Bell 0	ĭ	1.40
1	Roosevelt & Joyce 0	2	2,80
1	Geo. Steers0	2	14
ı	Perine, Patterson & Stack, 1	2	2.62
1	Jabez Williams0	ī	35
1	Isaac C. Smith & Son 0	2	1.19
d	Capes & Allison 1	1	70
1	Capes & Ameed	1000	- 10
ì	Total12	16	27,32
ı			21,02
ı	RECAPITULATIO		· /n
ı	Steamers.		
Ü	No. launched in 6 months . 23	21	27,64
ı	Number building12	16	27,32
ij		==	F1.05
	Gross total 35	57	54.97

Showing that 27,648 tons have been launched in this city since the first of the year; of which twentythree were steamers and twenty-one salling vessels, and leaving on the stocks twelve steamers and sixteen sailing vessels, of the aggregate burthen of 54,973 tons.
As usual, steamers form a large proportion of the

54.973

new vessels-there being twenty three of that class of the forty-four vessels launched this year; and of the twenty eight vessels now on the stocks twelve of Of the sailing vessels, clippers comprise a large

number, eleven of that peculiar building having already been launched this year, and of the unfinished vessels nine are of the same character. This does not include the steamers, which are in reality steam clippers.

Three masted schooners appear to be coming popu

lar among ship owners, several of that class having been recently constructed. Their advantages over square-rigged vessels consist in the small number of ands required to work them, and their superiority in speed on particular winds.

In addition to the above enumerated vessels, we heard of some unmatured contracts for several large steamers and sailing vessels, the keels of which will probably be laid down in a few days.

Interesting Launch at New London.

[From the New London Chronicle, July 2]

A fine clipper schooner, built by Mr. Wm. Miller for Messrs. Henry P. Haven and Thos. Fitch 2d, will be launched this afternoon at about 6 o'clock, at Mr. M.'s ship yard, near fort Trumbull. This vessel is pronounced of very superior model, and is of about 200 tons burthen, built for a fast sailor, coppered and copper fustened. Her length on deck it 103 feet; breadth of beam, 27 feet 7 inches; depth of hold, 9 feet 3 inches. She has a high quarter deck and round stern, and her cabin is finely furnished with state rooms and excellent accommodations for passengers. She will be loaded immediately and despatched for Honolulu, S. I., and will probably be employed in the trade of the Pacific between that port and San Francisco.

Her name, the Restless, will revive recollections of the very earliest navigation of our waters, her

employed in the trade of the Pacific between that port and San Francisco.

Her name, the Restless, will revive recollections of the very earliest navigation of our waters, her owners having given her that christening in memory of the first vessel that ever entered Long Island Sound—at any rate through Hell Gate, whatever the Northmen may have done some centuries before, between Montaug Point and Watch Hill. In 1614, Adrien Block built a little yacht on the Hadson, of about forty feet in length, and passing through the then frightful whirlpool which he called Hell Gate, explored the coast of New England as far as Cape Cod, visiting nearly all its rivers, harbors, and headlands on his way. This was more than twenty years before Winthrop and his companions settled New London, and six years before the pligrims landed at Plymouth. Mynheer called his diminutive craft the Restless, and Messrs. Haven and Fitch could not have selected a better name for their new clapper, for it is the opinion of those who are judges of such matters that it will be difficult to keep her at rest long in a place—at any rate to keep her very long between any two points on the globe after she is once let loose.

What a contrast between this beautiful vessel and her clumsy and uncouth old namesake of the seventeenth century! How would the sturdy old Dutch navigator of that time feel if he could come here with his ten pair of breeches and look around him now? Coming to anchor, as he likely enough did, under the rocky promontory of old Mamacock—there were an upper and lower Mamacock then—be little thought that in somewhere about two hundred and forty years that woody highland would present one of the finest military works in the world, and that another on the opposite side of the river would be the scene of a bloody battle and become an antiquity. Little did he imagine that the rocky hill and tangled swamps north of his anchorage would be transformed into a city, with its dense population and its beautiful church spires; and less than all did h beaver skins.

The Cholera at Williamsport, Mb.—It seems to be admitted that they have had, and still have, the cholera, or some other similar disease, at Williamsport, Md. The Boonsboro' Odd Fellow, of the 22th all., says:—After a strong and foolish effort was made to deny the existence of the cholera in Williamsport, the paper published there, and the citizens, acknowledged the fact. Since our last there has been numerous new cases and many deaths. On the 25th there were five deaths, on the 26th five, and yesterday three, up to which time there has been apward of 160 cases and fifty-five deaths. Many of the citizens are leaving. We hope that the disease has done its worst and will subside. A letter has been received here stating that there were forty-five new cases yesterday, the 28th, but does not mention the number of deaths. Among the victims is the Postmaster. The same paper states that a colored boatman from Williamsport died of cholera at Sharpsburg on Sunday. Hagerstown is healthy, but the diarrhoea prevails there to a slight extent. A report that the cholera had appeared at the College of St. James is positively contradicted by the Hagerstown papers. The students are in good health generally, some few having had a slight attack of diarrhoea.

Near Montgomery, Alabama, Mr. Alpheus Jorushed upon Dr. Miller, in the act of adultery whis wife, Mrs. Jones, when the doctor drew n borknife, killed his assailant, and escaped.

BOSTON, July 2, 1853.

The Constitutional Convention Unwise Action Het Personal Debates—Temperance Prosecutions
—Temperance Statistics—My Lord of Essex—
The Boston Post Office—Country Offices—Pepperell—New Bedford—Fall River—Old Liners in
the Shire—The Worcester Post Office—A Democratic State Convention proposed, to act against General Cushing, &c.

The Convention is getting to be as ill-bred as that of France, in 1793. That everlasting, still-beginning, and never ending subject—the basis of representation—has been under discussion all this week and some gentlemen have been talking about one another, in course of their discussions, and to their faces, just as they do in private. Some of the Bristol 'anti-whig" delegates, headed by Marcus Morton Mr. Williams, and Mr. Hathaway, a spirited hunker from Freetown, have combined to aid the whigs, as it is said. They came to the Convention determined upon ruling it, or ruining its work. They were regularly used up in a fortnight after the Convention met, and are now do-ing a great deal of mischief to their friends—the nother of mischief, as the proverb says, being no bigger than a midge's wing. Mr. Butler and Mr. Hathaway had a set-to on Wednesday, and cut each other up in fine style. A civil war of two hours took place, the whigs leaning back in their seats as far as they could (the backs do not slope, though some of their occupants occasionally do) and enjoying the tragic comedy with great good humor-men being so very amiable when their enemies are destroving themselves.

The Convention has acted very unwisely in voting that its members shall be paid \$3 per day for their services, when it was understood that \$2 per day was to be the compensation. The contest between the conservatives and the radicals, about calling the Con vention, extended over a period of two years. The whigs objected to it, among other things, that i would cost a great deal of money. The reformers re-plied that it would not cost the half that the whige said, and pledged themselves, through their papers in conversation, and in course of a debate in the Stat: Senate, that the pay of delegates should be \$2 per day, the same that was paid to senators and representatives. The whole matter was apparently well understood among men of all parties; but the chairman of the committee to whom the subject of pay was referred, and who is a whig, reported an additional dollar per day, and the Convention, by an overwhelming majority, greedily swallowed the bait. The difference in the cost of the Convention will be from thirty to forty thousand dollars; the latter sum, should the Convention sit until August, as it is now thought it will. Of more than two hundred and fifty coalition members, only fifty-four has voted against the swindle that has been perpetrated. The people will not be much concerned about the additional expenditure, but the meanness of the act cannot fail to cause much disgust. A State tax, for the first time in many years, has just been imposed, and the whigs will be sure to make a great use of this grab at borrowed money by the friends of "retrenchment and reform." The majority of the Convention does not seem to be gitted with a great deal more wisdom than it pleased Heaven to bestow upon the majority of the last Legislature, and perhaps the odium incurred by the other. overwhelming majority, greedily swallowed the bait.

of the last Legislature, and perhaps the odium incurred by the one will come to be balanced by that incurred by the other.

The discussions in the Convention are of the most wearisome character. All had been said that could be said, with interest, on the representative question, more than a week ago, and the latter speeches and debates have been of the character of the discussions in a noisy, ill-govorned debating society, full of ignorance, impudence, and want of courtesy. Brawling petitioggers are in the places of statesmen and sober minded people. Perhaps the "blow out" that accompanies the Fourth will have the effect of clearing away the haziness of the moral atmosphere. The temperance people are showing their teeth in different places, and are bent upon establishing the utter inefficiency of our Maine law beyond all doubt. Complaints have been made the present week, in several towns, against persons who are "guilty of being suspected" of having violated the law. In Concord, where the criminal term of the Common gleas court is now in session, tills have been found against innkeepers. The accused will escape, as heretofore, the law being a mere sieve. It is well known that its friends do not expect to obtain convictions under it, except when they have had the luck to pounce upon some poor Irishwoman who may have disposed of a few cents' worth of whiskey, and about whose trial no one feels any interest; but they do expect to demonstrate that there must be more legislation against the liquor business, and so they will become a power, and will have the pleasure of being conciliated.

Some curious statistics haveglately come to light on the quantity of liquor that it requires to heal wounds in the families of temperance man. It has been ascertained that if a child of a temperance man happens to cut its thumb, it takes three gallons of the very best brandy to completely restore said thumb to a condition in which it might be said of it that it is "diischared cured." and what is still

been ascertained that if a child of a temperance man happens to cut its thumb, it takes three gallons of the very best brandy to completely restore said thumb to a condition in which it might be said of it that it is "discharged—cured;" and what is still more singular is the fact that the accidents in temperance families from the use of knives, axes, and so forth, are astonishingly large.

They are said to maoage offise-appointing business in Salem very nicely. It has been considered proper to continue Mr. Miller in the place of Collector of that port, because he is the son of his father, the gallant General of that name; but he only holds the place, as it were, in trust, and for the benefit of democrats. The real power of the office is in the hands of a committee, who remove and appoint whom they please, the collector being the executor of their decrees, and the executioner of his old political commides. The story goes that when a man desires a place in the Salem Custom House-he draws up a petition, not to Mr. Miller, but to Mr. Lord, to whom it has been given to bind and to loose throughout Essex county, and at whose suggestion and by whose advice Mr. Merrill, the Garrisonian abolitionist, was appointed Postmaster of Gloucester. Mr. Lord is lord paramount over the men of Essex, and I suppose that the coalitionists down there are ready to exclaim, with the Englishman in Charles I's time, when angry with that bigoted churchman, Dr. Laud,—"Great Laud, unto the Lord, and little Lord to the devil!"

We have had any number of stories about the Post

when angry with that bigoted churchman, Dr. Laud,—"Great Laud, unto the Lord, and little Lord to the devil!"

We have had any number of stories about the Post Office here for the week just ending. One day Mr. Bailey had the commission in his pocket, whereupon Mr. Bailey's virtues came out in full blow, and men declared that it was just what they had always expected, and that they knew Mr. Bailey was a person sure to go ahead, he had so much tact; but when the 30th of June, that magical quarter day, had been added to the list of by gone things, and left no commission in Mr. Bailey's hands—none that the public knew anything about, at all events—the same men were ready to declare that it was abourd to have supposed that that gentleman had any chance; how could the idea have been, for a moment, entertained, they asked. They were sure that Mr. Gordon would hold over—had always thought so—or else why had that gentleman, after the death of Mr. Webster had released him from his party obligations, voted for General Pierce? The whole thing was clear as light, but still we can't see into it. The probability is that the place has been affected by the recent change of opinion on the subject of Massachusetts offices that has happened at Washington, and that the commission for it is of the nature of a "roving" one, and so is "all at sea."

There are many country offices which have not yet

has happened at Washington, and that the commission for it is of the nature of a "roving" one, and so is "all at sea."

There are many country offices which have not yet been touched, and the patriots who seek them are growing like bears. It is thought that some impression may be made upon them in the course of about two years, and the whole can be completed in about four, so that the applicants will probably enjoy them during General Pierce's second term. Ahem! The troubles in the town of Pepperell afforded a picture of what is occurring in a hundred places. It is said that a whig, Dr. Parker, one of the President's innumerable relatives, (I wonder if be admits relations by the way of Adam, for I know a number of people who intend to put in their "claims" in that case,) has been appointed postmaster, with the intention of letting an old line democrat hold the place, and protect the grounds. Dr. Parker has always been a whig, except one year, when he voted the free soil national ticket. The intended democratic postmaster is also after a place in the Boston Custom House, and would be well provided for if he would hold both offices, a sort of political pluralism that it would hardly answer to introduce into general practice. There are other claimants for offices in Pepperell who do not exactly like being "sold" by a whig with a democratic skin on his back, or by a democrat under a whig cloak.

A list of the appointments has been published as

cloak.

A list of the appointments has been published as made in the New Bedford Custom House. I do not know a man in the whole lot, but I dare say they

know a man in the whole lot, but I dare say they are all good democrats.

Dr. Leland, who has received the office of Collector of Fall River, is an old line democrat, and a very good and able man. The sun is shining now on the hunker side of the house. A prominent member of government told a gentleman who was at Washington, a few days since, that the policy of the administration, with regard to Massachusetts appointments, had been entirely changed, which accounts for some things that appeared to be unaccountable. The coallitionists, however, have secured so many good things that they cannot grumble very strongly at the change. "The whirligig of time," too, may soon bring about

another change, and in their favor; for, when a government begins upon changes, it does not stop, in most cases, until it has completely boxed the compass. You may depend upon it that the appointments which were announced as about to be made here three weeks since, and which called forth so much comment, were resolved upon, and that they were reconsidered and reversed. Mr. Burke's demonstration it is said, had something to do with this change, which has completely altered the fortunes of more than one good fellow. The Post offices in several large places are to go to the preservers of the Union, and not to gentlemen who were so unfortunate as to take leading parts in the treasonable work of overthrowing the long established whig government of Massachusetts. The cakes and ale are to go to those stern patriots, who, "The party for their party's good," and whose quiet labors have been more demonstrative than the louder ones of Mr. Burke. Mr. Knowiton was understood by his friends to be sure of the Worcester Post office, though he himself never pretended to have had any assurances on the subject; but, knowing as I do, what a member of the Cabinet said about the matter a month since, and how favorably the President listened to suggestions in support of that geatleman's appointment, some people have not the least doubt that he was killed off, or temporarily shelved through the exertions of Colonel Greene, who dislikes him personally, and whose hatred is emphatically returned—for Knowiton is "a good hater," a sort of goodness in which most of us excel. If this surmise be not correct, it is certainly very unfortunate that the change which canne over Mr. Knowiton's prospects occurred precisely at the time of Colonel Greene's last visit to the national capital. Possibly this was only a "curious coincidence." With a few exceptions, there has not been an editor appointed to office in New England who is not either a hunker or an uncommonly slippery coalitionist, endowed with the faculty of standing with one foot on the Buff tions, there has not been an editor appointed to office in New England who is not either a hunker or an uncommonly slippery coalitionist, endowed with the faculty of standing with one foot on the Buffalo platform and the other on the concern that was erected at Baltimore; and in that not over graceful "position"—for it is the literal embodiment of the figure known as "the stradde"—they contemplate that noble view known to politicians as "the prospect before us;" the prospect behind being not visible, like the Spanish fleet, because it is not in sight. There are said to be four applicants for the Worcester Post office beside Mr. Knowlton, who was proposed not by himself, but by his friends. I could tell you which of these four gentlemen will get the place, were it in my power to state which has the greatest want of qualifications; unless, indeed, one of the others should prove to have been a Garrisonian abolitionist in 1845, declaring that if Texas came into the Union, Massachusetts would go out of it; or voted for Mr. Van Buren in 1848; or got drunk and sang songs in 1840, without regard to the liquor, or time, or tune; these being the principal "claims" for office, provided they are accompanied by the essence of ratting, somewhere about a year ago. Things are altogether too much in extremes, moderate men think.

The "Barstow hunkers." of Essex county—so think.

The "Barstow hunkers," of Essex county-

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The "Barstow hunkers," of Essex county—so called from the name of their most energetic leader—are understood to have it in view to call a democratic State Convention, for the purpose of embodying all the disaffection in the State against General Cushing, with whom they are very angry. In Essex county, they say whigs are kept in office through the General's exertions, while democrats can get nothing, or next to it. Mr. Lord is very obnoxious to these gentlemen; and they say that he is Collector of Salem, Gloucester, and Marblehead. They adhere to the President, and speak well of him on all occasions; but say that he is deceived, he having too much to do to be able to attend to all appointments. The Burke movement in New Hampshire they declare was never intended to express hostility to the President, but was directed against General Cushing. They do not hesitate to say that the Attorney General has fallen back fipon his whig antecedents. I say nothing, except that there is a great deal of discontent among all classes of the Essex democracy, but I cannot tell how much justice there is at the bottom of it. In some other counties the old liners are all the other way.

Mr. Francis C. Grey, of this city, has given to the Atheneum Library a copy of Lord Kingsborough's greatwork on Mexico previous to the Spanish conquest. The work is rare, and very costly, the author expending on it \$150,000. It is splendidly done, and extends to nine large folio volumes. Mr. Groy, the donor, is a son of the late William Grey, who came here from Salem in the last generation, and was one of the first of Boston merchants. He has been a conspicuous public man, serving in the House of Representatives, the Senate, and the Executive Council. As a scholar no man stands better. He has delivered many orations, having a high reputation for oratorical power. He has written much and well on the early history of Massachusetts, in connection with the publications of our State Historical Society. H

throughout Massachusetts, more so than for many years past. There are to be military parades, civic processions, orations, any amount of eating, (but no drinking, except by temperance men with weak stomachs), and no end of fire works, in many towns. It is pleasant to see this, as it proves that the interest in the day does not grow less with the progress of time. Our city celebration will be good, but it never amounts to any thing beyond the oration and the dinner, and the display of pyrotechnics in the evening. We Yankees make such a business of enjoying our selves, that we are regularly done up by the occurrence of a holiday.

ALGONA.

The Turf. DETROIT, July 1.—The entries for the first race

THE SUMMER RETREATS. WHERE SHALL WE GO TO !

Our Bellows Falls Correct BELLOWS FALLS, VT., July 1, 1883. The Beautiful Prospects in Verment-Trott Fish

ing Inducements to Migrate, &c. &c.
O, ye poor, miserable Gothamites, how I pity you While you are sweltering under a hot sun, and roast ing your heels on the hot pavement, here I am a cool, shady and comfortable as a cucumber. I have travelled all over the United States, and this is the pleasantest place to spend the summer season that I have found yet. The Island House is a new betel, possessing all the modern improvements, and is as well conducted as any house in city or country.

The drives and walks about the place are delight ful, and the scenery is not surpassed in any part of the world. Water is brought into the town a la Cro. ton, and many of the private residences are aderned with fountains. Not much attention has yet been paid to bathing facilities by the townspeople, but it will not be long before every house will have a bath-ing room and every yard a fountain. About two miles from here are the beginning-to-be-somewhatcelebrated Abenaqui Springs, and there are several invalids here from a distance for the purpose of being cured of their numerous ills by drinking and bathing in the water. Attached to the Springs is a very good bathing house, and close by is a bowling alley. The

in the water. Attached to the Springs is a very good bathing house, and close by is a bowling alley. The water is composed of sulphur and iron, and it is said to be very efficacious in all a rofulous and skin diseases. The Springs are owned by a gentleman from New York, and it is to him alone that the public is indebted for the bathing house and bowling alley. Close by this village is a very high mountain from the top of which a very fine and extended view is obtained. The mountain is very rocky and ragged, and it looks to be almost perpendicular, but a winding road has been made so that carriages are enabled to go nearly to the top. At the base rune the Connecticut river, a stream not equal perhaps to the Hudson, but one that is considered "some" for this part of the country.

There are no shad in this river so far north as this, but occasionally pike are caught of a very fine quality, and weighing from five to twenty-five pounds. There are quite a number of gentlemen in the place who are excellent fishermen, and every season there are several piccatory excursions made to the lakes and trout streams in the northern part of the State. I have but just returned from an excursion to Willoughby Lake and the White Mountains, and the number of brook trout I caught while I was gone would seem to you incrediate. At Willoughby Lake there is a fine hotel, and the scenery around is grand and romantic in the extreme. The fish caught in this lake are a species of trout called muscalung, and somewhat similar to those caught in Lake George and other large lakes. They weigh often twenty-five to thirty pounds and although they are an excellent fish they are not equal, in my opinion, to the small speckled brook trout caught in the small streams.

You can leave New York at 8 o'clock A. M., b'

an excellent usn they are not equal, in in Juneau, an the small speckled brook trout caught in the small streams.

You can leave New York at 8 o'clock A. M., by the New Haven Railroad, and arrive at 8t. Johns bury, the turminus of the Vermont Railroad, at o'clock in the evening. A good night's rest at the St. Johnsbury Hotel probably would not set a mai back any, and the next morning a ride of twenty five miles to the White Mountains, twenty-thre miles to Lake Willoughby, or twenty-one miles to Greensborough Lake, over good roads, and drawn by good Vermont horses, would have the effect to set him ahead considerably and tend to give him something of an idea of what Nature could do in the way of hills, rocks and mountains, if she were only to try.

A party of six gentlemen went to Greensborough, (in which town is Greensborough Lake,) a few days since, on a fishing excursion, and although they fished only two days, they cought between eight and nine hundred trout. They fished altogether in small streams, it being rather too late in the season to fish in the lake, and the trout were all quite small, but I am assured the sport was capital. I intend to go over the same ground in a day or two, and I will then give you an account of my success.

Ruphys.

Our Monticello Corresponde MONTICELLO, Sullivan County, June 27, 1853 The Interior of New York-Increase of Summer Rotreats-Who Wants Fresh Air?-More Trout.

Travellers for pleasure or for health—those who wish to leave the dust and heat of cities for the re freshing verdure and pure air of the country-we, as one acquainted with this region, advise such to seek in their tour of travel, Monticello, Sullivan county, New York. In this beautiful village, bracing moun tain air is inhaled in its most exhilerating sense, at the elevated point of 1,500 feet above the level of the sea. The lovely appearance of the tasteful dwellings, embowered in shade, and ornamented with flowers, refreshes the eye with rural beauty, and the extended undulating surface of the country, where laurel-covered hills, gay with blossoms, swell on the vision like waves of the sea, delight the lover of the picturesque. Little fairy lakes, filled with fish, lie med among the hills, and near at hand that on to the fisherman, brook trout are abun-

embosomed among the hills, and near at hand that attraction to the fisherman, brook trout are abundant among the streams of the mountains.

There are few spots in the country that compare with this region for the promotion of health. Here fogs never prevail. The air is clear and pure as the delicious and healthful water that gushes in sparkling beauty from the mountains. Here the consumptive receive rapid improvement, and the blious invalid appetite and strength. Children soon become ruddy in this region, and fully repay, in their vigor and bloom, the pains taken to bring them here from the city.

To those who take our advice to come to Monticello, this land of verdure, mountain air, berries, and trout streams, we would say come while the season is hottest, for here the nights are always cool. Take the Eric Railroad to Middletown, Orange county, three hours ride from New York, and from thence by stage over a plank road to Monticollo. This will afford, for one dellar only, a drive of twenty miles through a wild, beautiful country. When once here inquire for Wiggins' Hotel, a house kept by a most agreeable landlord, who will accommodate you on reasonable terms, and in the most generatemanly manner. His house is very commodious, and unsurpassed in neatness anywhere, and possesses, to ladies especially, the recommendation of quiet ness and retirement which a stage house cannot have.

Our White Sulphur Springs Correspondence.

Our White Sulphur Springs Corres WHITE SULPHUR SPRINGS, Va., June 23, 1853. The Virginia Spring Circle-Northern Visiters

Arrivals from the South, &c., &c. Arrivals from the Soun, qc., q.

The Herald is so generally the paper of every section, and of all circles, as to make it the proper section, and of all circles, as to make it the proper section, and of all circles, as to make it the proper section. vehicle for things both gay and grave, in the

The mineral springs of Virginia have attracted for too little attention in our Northern States, both from the seekers of health and the votaries of pleasure True, New Yorkers and Bostonians, as well as Phila delphians and Baltimorians, visit them annually by hundreds, but it ought to be by thousands. No other portion of our Union offers a retreat from the heat and bustle of city life, and city business, at once so healthful and delightful as the great spring region of Western Virginia. In no other part of the world, are so many, so various, and so valuable mineral fountains as here. The ten or fifteen distinct varie ties of medicinal waters found in a circle of less than twenty miles from the base of the Allegany, offer a remedy, pretty much for every chronic ill to which flesh is beir. And then the cool, salubrious, clastic atmosphere, and fresh mountain breezes, so uniform ly found here during the summer, so renovate an rejuvenate the system, as well nigh to convert declin

ly found here during the summer, so renovate and rejuvenate the system, as well nigh to convert declining age into sprightly youth.

The ease and facility with which this famous spring region is now reached from New York is so great as to offer little embarrassment even to the effeminate valitudinarian. In four days, and all by rail with the exception of the last 100 miles, and this in good coaches, and over well graded roads, the traveller from your city finds himself in the midst of this de lightful region.

The White Sulphur, the most celebrated, as it is the most beautiful and highly medicinal on the Yirghina springs, is about the centre of this great spring circle. Lord Morpeth, when in America, spent several weeks here, and thought it the most delightful and highly picturesque spot in the world. Indeed, nature has been prodigal with the beauties of hill, mountain, and dale, with which she has surrounded this highly favored place. The well gravelled walks and drives—the extensive and well shaded lawns—seductively inviting the lounger and the lover to repose, show that art and taste have done much to heighten the sublimer beauties of nature.

I have been spending several weeks at this charming place, and although it is yet very early in the season. I find interesting representatives of many of our States and cities, and among them, several pleasant parties from New York and Boston. Visiters are now rapidly crowding in from all quarters, particularly from the South and Southwest, and in a few weeks the company will doubless be larger than has ever before been known at a Virginia wa